

AMERICANS KILLED.

Four of Our Marines Fall in an Ambush on the Way to Tien-Tsin.

REMEY ORDERED TO CHINA.

Boxer Rebels Said to Number 3,000,000—Larger Relief Forces Needed.

No News From Pekin or Admiral Seymour's Column—Second Relief Force Starts for Tien-Tsin. Where the Foreigners Are in Desperate Struggle—Casualties Among Them Already Heavy—Low Water Shot Off Escape by the River—Fighting Hard Behind Hastily Constructed Defences—Rear Admiral Remy and the Brooklyn Ordered to China From Manila—Two British Captains Said to Be Among the Killed—Gen. Tung Fuh Shiang's Troops Join the Boxers—Our Ambushed Detachment Was Under Command of Major Waller—30,000 Chinese Are Opposing the Advance to Tien-Tsin—Indirect Report That the Legations at Pekin Are Safe and That the Foreign Ministers There Have Demanded Their Passports.

WASHINGTON, June 24.—The following despatch from Rear Admiral Kempf, dated Chefoo, June 24, was received by the Navy Department to-day:

"In ambuscade near Tien-Tsin on the 21st, four of Walter's command killed and seven wounded. Names will be furnished as soon as secured. Force of 2,000 going to relieve Tien-Tsin to-day."

The American detachment ambushed consisted of 100 United States marines under command of Major Littleton W. T. Waller, who had gone forward by land from Tong-ku, near Taku, in company with 400 Russian troops to relieve Tien-Tsin. In a despatch received yesterday Admiral Kempf said that Major Waller's command had an engagement with the Chinese army, but failed to get through the Chinese line.

Secretary Long returned to Washington last night and had a talk over the Chinese situation to-day with President McKinley. It was announced by the Secretary this evening that Rear Admiral Remy, commander-in-chief of the Asiatic Station had been ordered to go to Taku in the Brooklyn and to tender to Major-General MacArthur conveyance of any troops which the Brooklyn may be able to carry. On his arrival at Taku, Admiral Remy will assume direct command of the American squadron there, relieving Rear Admiral Kempf. The latter, however, will remain at Taku as second in command.

There have been rumors for several days past that the Government was dissatisfied with Admiral Kempf, particularly on account of his failure to participate with the vessels of other nations in the bombardment of the Taku forts after the forts had fired on the international fleet. There was complaint also that Kempf's despatch had been far from satisfactory, leaving the Government in doubt as to who was attacking Tien-Tsin, the Boxers, the Chinese imperial troops, or the international forces, and that in other messages he had failed to say whether Chinese imperial forces were engaged in hostilities with the international detachments. In regard to the assignment of Admiral Remy to Taku, Secretary Long said to THE SUN reporter this evening:

"Remy has been sent to Taku merely because the theatre of action has changed from the Philippines to China. As he is the senior officer of our navy in Asiatic waters, it was proper that he should have command at the place of greatest importance. That is the only meaning of his assignment. Admiral Kempf will remain at Taku."

Secretary Long said also that he had countermanded the orders of the monitor Monadnock, one of the American war vessels ordered to Taku. A despatch was received from Admiral Remy saying that it would take ten days to get the Monadnock ready. This is the typhoon season, and it is not safe for a vessel with a low freeboard to make the voyage from the Philippines to the mouth of the Pei-Ho. Besides, it would be necessary to tow the monitor. A large part of her crew has been withdrawn for service on other vessels. In addition there is practically nothing for a vessel of the Monadnock's character to do at Taku, the Chinese forts having been taken. For these reasons the orders for her to proceed to China were countermanded and she will be laid up in reserve at Cavite.

The names of all the vessels ordered to China are not obtainable, but it appears probable that the gunboat Don Juan de Austria should be added to the list printed in THE SUN this morning. The Brooklyn, an armored cruiser, and Admiral Remy's flagship, will be a formidable addition to the American squadron, soon to be joined also by the famous battleship Oregon.

The military authorities continue to deny, in the face of orders for a brigade to go to Taku from the Philippines, that more troops have been directed to proceed to China. Coincident with these denials of the military officials is the statement of the Navy Department that Admiral Remy has been told to take as many troops on the Brooklyn as she can carry. The Government is apparently using every endeavor to get reinforcements into China as soon as possible, but for some

reason it will not admit that fact. This is shown by the determination to send troops over the Brooklyn. The army transports Logan and Fort Arthur are at Manila ready to carry the Ninth Infantry to Taku.

Secretary Long will to-morrow consider the question of sending colliers to China. From what he said to-night it is likely that he will decide in the affirmative. As THE SUN told this morning, the colliers Alexander, Caesar, Bannibal and Saturn are being prepared at Norfolk for service in the Orient. Secretary Long will probably also order the collier Naushan, one of the supply ships purchased by Admiral Dewey at Hong Kong, to load with coal and join the squadron at Taku.

Secretary Hay had a conference at the White House with President McKinley to-day. Adj.-Gen. Corbin called twice. Secretary Long on his visit was accompanied by Rear Admiral Crowninshield, Chief of the Bureau of Navigation, whose business related to the orders to Admiral Remy to proceed to Taku.

Minister Wu to-day received a cablegram from Cheng, the Viceroy of Hunan and Hupe provinces, urging that the Powers be requested not to send troops to Tien-Tsin, for the reason that such action would excite the populace and make it difficult for the Imperial Government to suppress the Boxers. Cheng made a similar request a few days ago regarding the ordering of foreign men-of-war to Taku.

HARD FIGHTING AT TIEN-TSIN.

Desperate Situation of Foreigners—Casualties Have Already Been Heavy.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, June 25.—The anxiety regarding Pekin and Tien-Tsin and Admiral Seymour's force has not been relieved though all are the subjects of reports bewildering in number and variety. The whole of north China is declared to be ablaze. The Chinese General Mei, who, it is stated, kindly saved the missionaries at Hang-Chow, estimates the number of Boxers in the northern provinces at 3,000,000.

One Shanghai correspondent informs the Powers that they have fatally underestimated the numbers, desperation and armament of the Chinese, who have been quietly accumulating rifles for three years at the rate of 20,000 a month. When recent occurrences are more widely known in the Empire the full force of the insurrection may be expected to be felt everywhere.

Among the numerous unauthenticated reports regarding Tien-Tsin, emanating from Shanghai and Chefoo, are statements that the casualties among the Europeans have been enormous. The position of the survivors is all the more desperate, because the shallowness of the river prevents their escape by boats.

The losses were owing to lack of time to prepare suitable bomb shelters. Those hastily erected consisted largely of wetted place-goods. The Admiralty announces that it has received from Rear Admiral Bruce a Taku telegram dated Chefoo, June 23, stating that the allied Admirals are working together in perfect accord, with the Russian Vice-Admiral as senior officer. The despatch adds that 200 men of the Chinese regiment from Wei-Hai-Wei landed at Taku on June 22.

As only one runner had reached Taku from Tien-Tsin in five days nothing could be learned of the situation there except that the foreign settlement had been almost entirely destroyed. The international forces there were fighting hard.

News was received as the telegram was being despatched that the attempt to relieve Tien-Tsin on June 22 had been repulsed with some loss. It is stated that among the killed are Capt. Winnington-Ingram of the sloop Daphne, and Capt. Beatty of the battleship Barfleur. This statement is not confirmed. One report states that Capt. Beatty was badly wounded.

It is stated that the Chinese opposing Major Waller, commanding the American marines, and the Russians, on Thursday numbered 20,000. Nothing has been heard of the latest attempt to relieve Tien-Tsin.

Rumor now adds that Prince Ching is among the victims of the Boxers. It is stated that the French Consul at Canton has telegraphed to Shanghai that Li Hung Chang has been informed that Gen. Tung Fuh Shiang's soldiers have joined the Boxers surrounding the legations.

A despatch to the Times from Shanghai, dated Sunday, says it is now stated that the first accounts of the destruction caused by the bombardment of Tien-Tsin were exaggerated. The latest accounts say that the casualties were chiefly among the Russian troops north of the river. There is still no news from the fleet, and the consulate at Shanghai has received no information concerning Pekin, but a statement has been made by Viceroy Sheng on the authority of a telegram from Yuan-Shih-Kai, in Shanghai, that the latter had received news by a special courier from Pekin that all the legations were safe and the foreign Ministers were demanding their passports. The Tung-li-Yamen appeared to be disposed to comply with their request. If this is a fabrication the motive is not clear. If it is true it would imply the correctness of the earlier reports of Admiral Seymour's arrival at the capital.

Sheng has also received a telegram from an official at Pao-tsing-fu stating that the guns used by the Boxers in bombarding Tien-Tsin have been seized, together with a quantity of plunder. This is obviously intended to exonerate the Government and troops.

The foreigners at Chung-King and Ning-Po have appealed for the protection of British gunboats, but none is immediately available. SHANGHAI, June 24.—Admiral Hildebrandt of the Russian Navy sent a mixed force from Taku yesterday to attempt to relieve Tien-Tsin. The force numbered 4,000 men, nearly half of whom were Japanese.

Yesterday the American Consul here, John Goodnow, received the following despatch from the Consul at Chefoo, dated Friday, which he had received from Commander Wise of the gunboat Monadnock:

"TAK, June 20, 1 P. M.—On the arrival of the last steamer Richard Peck will attend the inter-collegiate boat races at Poughkeepsie, June 30th. Adv.—Adm."

marines this morning I started the fire in some locomotives and procured some cars. Two field pieces of artillery have been sent to the Brooklyn. The army transports Logan and Fort Arthur are at Manila ready to carry the Ninth Infantry to Taku.

"A French officer has just arrived here, having left Tien-Tsin yesterday at 7:30 P. M. He reports that Chinese troops are attacking foreigners and the American Consulate has been destroyed. He does not know what became of our men. The Chinese have modern field guns and are battering the foreigners in their strongholds. The officer says it is possible to travel on the line from here to Ching-Hang-chow, half way to Tien-Tsin. There are a few Russian troops there."

"I am told I may be attacked here to-night, but I have sent all the marines as I can look out for myself. The place will be deserted again to-night."

"It is very important to preserve the rolling stock and the railway. When the train has got as far as it can go the troops will press on on foot and the train will be sent back for reinforcements. I noticed a despatch boat here at daylight. I could start more locomotives if I had any competent firemen."

It is now stated that the Chinese are using seven Krupp guns to bombard Tien-Tsin. CHEFOO, June 23.—Lloyd agent at New Chang reports that the Imperial Chinese Railway has been destroyed in several places between Tien-Tsin and New Chang. The foreigners have retreated to the port. The British Consul telegraphed for a gunboat, but has received no reply. The port has apparently been left to Russian protection. Russian troops are arriving from Port Arthur and the North. The residents are safe.

ST. PETERSBURG, June 24.—Trustworthy information has been received here to the effect that the situation at Tien-Tsin is now almost hopeless.

CASTLEMAN, June 24.—The British battleship Victorious has sailed for Tien-Tsin. Not a member of the train crew escaped. A blinding rainstorm was on. The windows of the coaches were closed and when the passengers were down they were either drowned in the torrent or burned with the wrecked coaches. There was no escape, as the heavy Pullman car weighted down the others and the few alive in the coaches were unable to render assistance to their fellow passengers. As the wreck began to go to pieces under the destructive work of the flames and flood bodies floated out and were carried down stream by the current. The storm did not abate in fury. Flashes of lightning added to the steady glow of the burning train. All through the night the rain continued.

RUSSIA WANTS ALL HER WARSHIPS.

To Send a Detachment to Philadelphia for the New Virginia—Marine's Statement.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, June 25.—A despatch to the Times from St. Petersburg says that 230 sailors and 27 officers will leave Kronstadt shortly for Philadelphia to take over the warship Virginia, which will sail direct for Port Arthur.

The Telegraph correspondent says that M. Neratoff, Count Muraviev's representative, was commissioned by the latter the day before his death to give the correspondent his opinion on the Chinese crisis. The statement, under a column, but does not amount to more than an assertion that a state of war between China and the Powers does not exist in the sense understood by international law. Russia, according to the statement, is pursuing exclusively humanitarian aims in the pacification of China and has no idea of conquest.

The statement is animated by the high mission of culture and pacification. M. Neratoff said he could not see any indication that Great Britain and Japan were pursuing separate policies. He could state categorically that so far as Japan was concerned she was pursuing the same pacific policy as the other Powers. There were grounds for hoping that the affair would not extend to an official war.

RESCUE OF MISSIONARIES.

Mr. and Mrs. Parsons and Mr. Kinder, American Cases, Arrive at Chefoo.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, June 24.—A despatch to the Central News from Chefoo, dated to-day, says that the British storehouse Humber arrived at Chefoo to-day bringing thirty Americans and Europeans from Tien-Tsin. Included in the number are the American missionaries Messrs. Kinder and Parsons and Mrs. Parsons. Pei-Ho has now been abandoned by foreigners.

KILLING OF LIU SHUN.

Assassin Shot the Empress Dowager's Envoy at Canton and Escaped.

VANCOUVER, B. C., June 24.—The steamship Tartar arrived from the Orient to-day with 400 Japanese emigrants. She brings details of the killing of Liu Shun, the Empress Dowager's secret emissary to Japan, who was shot in the abdomen as he stepped ashore at Canton. At the instant the shot was fired the friends of the assassin threw Mexican dollars among the crowd to distract attention. There was a scramble for the money and the assassin and his friends escaped. Liu died of his wounds, for which the people of Canton were thankful, for he was universally hated as the man who fraudulently manipulated the Canton Lottery and cheated thousands of poor people out of their money.

Liu was formerly a favorite of Li Hung Chang, and was in his train of retainers. Knowing he was hated, he had twenty Chinese soldiers accompany him wherever he went. Ten attempts had been made on his life, and his political opponents finally finished him. When shot, Liu, it is said, was en route to Japan on a secret mission in connection with the Boxers' uprising.

STANFORD ALUMNI NEAR TIEN-TSIN.

Year in San Francisco That They Are in the City and Danger.

SAN FRANCISCO, June 24.—Prof. John C. Branner, head of the geological department of Stanford University, is greatly worried over the danger of several Stanford alumni near Tien-Tsin. Herbert C. Hoover and Noah F. Drake, both of '98, with Mr. Hoover who was of '98 were near Tien-Tsin, when last heard from. Hoover and Drake were employed by an English syndicate one hundred miles in the interior.

Hoover has had a remarkable record. When just out of college he was so successful in exploiting the mine of a large English company that he was given a large sum of money. This same salary was given to Hoover when he was engaged to go to China.

BOY'S CRAZY RIDE.

He Tried to Bicycle Along the Stone Wall Edging Riverside Drive and Falls.

Alfred Popple, 12 years old, of 228 West Twelfth street, took to showing off with his bicycle before the crowds on Riverside Drive between 116th and 117th streets yesterday. He lifted his wheel to the top of the wall there, and the side of the drive between the sidewalk and the railroad tracks below, and tried to ride. He managed to mount the wheel on the coping and to ride nearly half a block along the top of the wall. Near 117th street he fell out from the drive.

He was picked up on the railroad track by a bicycle policeman ten minutes later, and an ambulance was called. It was found that his arms were broken and that he had serious scalp wounds. He was taken to J. H. Hood Wright Hospital.

The top of the coping is about twelve feet above the railroad track at the place where Popple fell. The boy's wheel was not damaged.

Siberian Lines to China Restored. The Commercial Cable Company announces that the Siberian lines are restored. Only 28 hours to St. Louis. No Extra Fare. Pennsylvania Limited. Leaves New York every morning—Adm.

35 LIVES LOST IN A WRECK.

WASH-OUT NEAR ATLANTA, GA., CAUSES AN ACCIDENT ON THE SOUTHERN.

Local Train Goes Down in Gulch Near McDonough—Sleeping Car on the End Pinned Down the Wreckage—Only Those in the Sleeper Escaped Death—All the Others Were Killed.

ATLANTA, Ga., June 24.—Thirty-five persons were killed in a wreck on the Southern Railway train near McDonough, about twenty-five miles from here, last night. The accident was caused by a wash-out. The train was a local, known as No. 9. It left Macon at 7:10 last night and was due in Atlanta at 9:30 P. M. The train reached McDonough on time, 8:50 P. M. A train from Columbus, due to connect with the train from Macon at McDonough, was late and the wrecked train did not wait for it. Had the Columbus train been on time the loss of life would undoubtedly have been much larger, as the three Columbus coaches were well filled with passengers.

The Southern train ran only a mile and a half from McDonough, when without warning it plunged into a wash-out 60 feet deep and 125 feet wide. Camp Creek had swollen because of the recent heavy rains and cut out the railroad embankment until the culvert through which it flowed was transformed into a gorge, through which a raging torrent surged. The train, consisting of a baggage car, second-class coach, first-class coach and a Pullman sleeper, was knocked into splinters by the fall. The wreck could not be seen for a few minutes after the fall and all the coaches were burned except the Pullman car.

Every person on the train except the occupants of the Pullman car was killed in the accident. Not a member of the train crew escaped. A blinding rainstorm was on. The windows of the coaches were closed and when the passengers were down they were either drowned in the torrent or burned with the wrecked coaches. There was no escape, as the heavy Pullman car weighted down the others and the few alive in the coaches were unable to render assistance to their fellow passengers. As the wreck began to go to pieces under the destructive work of the flames and flood bodies floated out and were carried down stream by the current. The storm did not abate in fury. Flashes of lightning added to the steady glow of the burning train. All through the night the rain continued.

The dawn revealed the most disastrous railroad wreck the South has known in many years. It was not known until what the real extent of the wreck was. An hour after the train's plunge into the gorge several of those who escaped from the wreck walked into McDonough with the news. Parties were organized at once. Nearly the entire male population of the town who to the scene to render assistance to those imprisoned in the wreckage. Little could be done by the rescuers, however, as the fire kept them at a distance.

At daylight the bodies that had floated from the gorge were gathered up. One was found a mile from the wreck. The banks of the creek were lined with towns who to the scene to render assistance to those imprisoned in the wreckage. Little could be done by the rescuers, however, as the fire kept them at a distance.

A wrecking train from Atlanta arrived this morning, and the work of clearing away the debris began. As the dead bodies were found, they were removed to McDonough. There are two undertakers there, and both establishments were soon overcrowded. Some of the bodies were terribly burned, while others were crushed beyond recognition. The only means of identification in the majority of the cases were letters and papers in the pockets of the victims in the catastrophe.

Besides the regular crew of the train several conductors and other employees were on route to Atlanta to spend Sunday. All were killed. Conductor W. A. Barclay was in charge of the train. A section boss with a gang of eight negroes occupied seats in the second-class coach. They were on their way to repair a wash-out on the Georgia Midland and Gulf road. Not one escaped when the car went down. The list of killed is as follows:

William A. Barclay, conductor, Atlanta; J. E. Wood, conductor, Atlanta; J. H. Hunnicutt, conductor; J. T. Sullivan, engineer, Atlanta; W. W. Bennett, baggage-master, Atlanta; W. P. Maddox, cotton buyer, Atlanta; W. J. Pate and twelve-year-old son, Atlanta; H. R. Crescenzo, Pullman conductor; George W. Flourary, Atlanta; D. C. Hightower, Stockbridge; J. J. W. Park, Macon, Ga.; Elder Benson, traveling man, supposed to be Elder Benson, traveling man; J. R. Florida, Nashville, Tenn.; W. O. Ellis, brickmaker, Stockbridge; D. J. Griffith, Superior; J. H. Rhodes, flammage; John Brantley White, fireman; Will Green, extra fireman; W. L. Morrisett, pump repairer; W. R. Lawrence, foreman extra; Ed. Burdick, fireman; Robert Spence, train porter; Four bodies yet unidentified; eight negro section hands.

These were rescued without serious injury: Jesse L. Rabe, Baltimore; Walter Pope, Atlanta; Miss Mary R. Merritt, Boston, Mass.; Miss Clara Alden, Boston, Mass.; E. C. Flynn, Atlanta; E. Schryner, Chattanooga; E. T. Mack, Chattanooga; J. J. Quinn, Atlanta; T. C. Carter, Pullman porter; Handy Tomlinson, Atlanta.

James T. Sullivan was one of the best known and most popular engineers running out of Atlanta. He was born in Atlanta 42 years ago, the son of Mr. Christopher Sullivan. He has been running on the Western and Atlanta Railroad and the Southern Railway for twenty years, with a short interval, when he ran on the Georgia Avenue dummy line. He leaves a widow and six children.

W. A. Barclay, one of the dead, was the conductor in charge of the wrecked train. He was 32 years old and lived with his wife and three-year-old daughter Nellie, 400 Courtland avenue. He had been with the Southern Railway for several years. J. E. Wood was a well-known conductor on the Southern. He lived at 154 Mills street with his wife and three children. He was 44 years old and had been working for the Southern six years. W. W. Bennett, the baggage-master of the fatal train, lived at 69 Frazer street and leaves a wife and an eighteen-month-old baby. He was a flammage until four months ago, when he was promoted.

SIX KILLED IN A WISCONSIN WRECK.

Accident Near Green Bay, Wis., on an Excursion Train—Thirty-four Injured.

GREEN BAY, Wis., June 24.—An excursion train on the Chicago and Northwestern road, loaded with passengers, bound for the Saengerfest of this city, collided at 10:10 o'clock this morning with a freight train at De Pere, five miles south of here. Six persons were killed, one is missing, and thirty-four were injured. The dead are Ed McD. Kunkle, Fond du Lac, Wis.; Lawrence Plank, Fond du Lac, Wis.; Floyd, Eden; Williams Mierwa, Oshkosh; Burt Ives, Oshkosh; man from Ashland, name not known.

As the passenger train was pulling into the station a freight was backing into a side track to let the passenger by, but had not cleared the main track. When the two trains came together the first car, which was a combination smoker and baggage, was driven through the smoke coach, where the loss of life occurred. The dead were taken to De Pere.

The injured were brought to St. Vincent's Hospital in this city. None of the trainmen was injured. The engine crews jumped in time to save themselves.

TWO YOUNG CANOEISTS DROWNED. Their Craft Upset and Longbottom, Who Couldn't Swim, Dragged Down His Friend.

YONKERS, N. Y., June 24.—Harry P. Bissell, a member of the Yonkers Canoe Club and an expert canoeist, left the club's anchorage near Glenwood with Clifford Longbottom about 10 o'clock this morning. They were chums and were bookkeepers in the Citizens' National Bank of this city. Their plan was to spend a holiday at Egg Beach on the Jersey shore of the Hudson a short distance south of Alpine. They went away in an 18-foot Canadian paddle canoe. Longbottom was a canoeist, but his friend, Clifford Longbottom, was not. They were on the river side of the river when they started to paddle up stream. There was a strong ebb tide and a stiff south wind kicked up a choppy sea. To make better progress Longbottom removed his sweater, and, standing up, held it in the breeze as a sail. The canoe capsized, turning bottom side up.

Longbottom, who could not swim, clutched Bissell around the neck. They sank together. Clifford Longbottom, who was a good swimmer, as though dragged down by his drowning friend, was seen of the men.

Pease and Berry pulled to the Jersey shore and after landing the young women returned to the scene of the accident. They picked up the caps of the young men, the canoe paddles and Longbottom's sweater. They loved the canoe sailor. Fishermen put out in boats and dragged the bodies without success. Bodies from the canoe club and the Palestine Road Club houses went out in gigs and barges and searched the river for miles south, but were unable to find traces of the bodies.

Pease went to the homes of the drowned young men and told their relatives of the accident. Ernest Longbottom, the father of Clifford, said that he could not find the car in his house. The father went to the Baptist Church. The father went to the Baptist Church. The father went to the Baptist Church.

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BLACKLISTED GIRLS SEE.

Seven of Them Can't Get Work in Chicago—Five of Them Ask \$500,000 Damage.

CHICAGO, June 24.—Seven factory girls who charge Libby, McNeil & Libby, Armour & Co. and Nelson Morris & Co. with blacklisting them and depriving them of the opportunity to earn a living, brought suit in the Circuit Court yesterday against these three firms for damages amounting in all to a total of \$500,000.

There are twelve suits, and of these all but one grew out of the strike of the girls in the label department of Libby, McNeil & Libby last February. The girls lost the strike, and the ringleaders among them were not reemployed. They charge that from that time to the present they have been discriminated against and searched the river for miles south, but were unable to find traces of the bodies.

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HILL WONT BE RUNNING MATR.

Chairman Campbell Says That Under No Consideration Would He Be a Candidate.

ALBANY, June 24.—Former United States Senator David Bennett Hill entertained at Wolff's Roost to-day Chairman Frank Campbell, who dropped in from New York in the early morning. Mr. Campbell talked over with Senator Hill the outlines of the Democratic National Convention to be held in Kansas City next week. Speaking of the conference afterward to THE SUN's correspondent, Chairman Campbell said he was authorized to make the statement that Senator Hill was not a candidate for running mate for Col. Bryan on the Democratic national ticket under any consideration.

Asked if there was a likelihood of Senator Hill being chosen temporary chairman of the convention, Mr. Campbell looked mysterious, and said he knew nothing of any such arrangement. Furthermore, he did not think it would be proper to barter the chairmanship for any valuable concession that might be secured in promulgating a platform.

The New York state delegation, continued Mr. Campbell, will not put forward best endeavors to secure a modification of the plank which calls for the release of the Chinese. Upon this particular plank Col. William Jennings Bryan says he will stand or fall with the party. The New York delegation will leave Albany for Kansas City on Friday next, in company with Chairman Campbell, arriving there on Saturday.

YAKU INDIANS IN FORCE.

Gen. Torres Divides His Army into Two Divisions With a View of Attacking Them.

AUSTIN, Tex., June 24.—A despatch from Orizaba, State of Sonora, Mexico, says a force of several hundred Yaku warriors have gathered at a point about 80 miles north of Torin and that Gen. Torres has divided his force of Government troops into two armies, with a view of making a concerted attack on the camp of the Indians. One division will advance up to the east bank of the Yaku and the other will march up the west bank. The Indians are conducting military operations are conducted with great difficulty and much suffering on the part of the Government troops. The Indians are constantly annoyed by small bodies of Indians and the casualties from these frequent encounters have been considerable.

KILLED IN BRD BY LIGHTNING.

Two Sisters Struck by an Electric Bolt—The House Burned.

CHARLOTTE, N. C., June 24.—At an early hour this morning the home of Mr. John Ethridge, about twenty miles from this city, was struck by lightning and two of his daughters were killed instantly. They were asleep in one of the front rooms upstairs. When found they were clutched each other's arms. A bolt of lightning set fire to the house, and before assistance could arrive, the dwelling was burned. The other daughter, who was not killed, dreamed some time ago that her father's home was destroyed by lightning and two of the family were killed.

NO EXCESS FARE.

To Cleveland, St. Louis or Cincinnati. Luxurious trains, fast time, super service via New York Central, Lake Shore, Big Four—Adm.

ANOTHER NOTE TO THE SULTAN.

Mr. Griceon Renews Our Demand for the Payment of Indemnity.

SPECIAL CABLE DISPATCH TO THE SUN.

CONSTANTINOPLE, June 24.—Chargé d'Affaires Griceon has sent another note to the Porte insisting upon an immediate reply to the demand of the United States for the payment of the indemnity for the destruction of American property. The note is couched in vigorous language, but it is not an ultimatum.

It is stated that it disconcerted the Porte, as it indicated the intention of the United States to pursue the matter to the end.

'BUS LOAD OF GIRLS IN A POND.

Twelve of Them and a Chaperone Thrown Into the Water—All Rescued.

LARONE, Me., June 24.—A bus containing twelve young women and a chaperone, Mrs. Washburn, was precipitated into the water of Decker Pond here yesterday, and but for the heroic efforts of the driver all would have been drowned. The party started out from North Fairfield early in the morning for a day's outing at Decker Pond. Four horses hauled the bus. They were driven by Charles Wheeler, a young farmhand, 23 years old.

The approach to the pond was down a precipitous clay road. It was while going down the road that the pole strap broke and let the load on the pole horses. The horses then broke into a run. At the foot of the descent there is a sharp turn, and into the pond the pole horses were driven, the bus swamping the moment it reached water.

The leaders of the team had not been crowded in far enough to their feet, and so the horses managed their wild efforts to get out of the water, to pull the pole horses sufficiently near to the shore to keep them from being drowned.

Wheeler went to the rescue of the young women. Some were struggling near the shore and these he pulled out one after another in a very few seconds. Mrs. Washburn is a good swimmer and she managed to hold Miss Wheeler above the surface while Wheeler rescued